Please Do Not Reply To This Email.

Public Comments on Expanding Access to Mobile Wireless Services Onboard Aircraft:======

Title: Expanding Access to Mobile Wireless Services Onboard Aircraft

FR Document Number: 2014-05913

RIN:

Publish Date: 3/17/2014 12:00:00 AM

Submitter Info:

First Name: Thomas

Last Name: Elsner

Mailing Address: 1210 Yorkshire Woods Court

City: Wheaton

Country: United States

State or Province: IL

ZIP/Postal Code: 60189

Comment: The proposed rule, Federal Register Number 2014-05913, should be enacted, because the safety concerns are minimal. The U.S. does not allow the use of mobile networks on flights, while eight other countries, including some within the EU, allow existing personal Internet connection. More power to the consumer will make for more competition among the airline. This will lead to better rates and better service. A reason for extending existing personal Internet connections is the increase in productivity and less reliance on word processing and other offline work.

A main reason for this proposed rule, like many rules, was consumer demand. Here, the consumers demand personal Internet onboard flights. Like any airline regulation, a main concern is over the safety of the proposed action. The FAA's concerns over safety are real, but purely speculative. The FAA is not fully aware of the electronic waves may interfere with avionics. Some airlines, mainly in Dubai, even have access to cellphone service, while the plane is cruising at 35,000 feet according to Emirates Airlines. The safety concerns are not unfounded; these concerns have very little real data to back them

up. (The FAA uses phrases like "potential interference" and "not fully aware" when referencing justification for regulating electronic waves onboard a plane.)

The consumer demand for Internet access, and top speed access at that, has never been higher. As of 2013, over 4000 planes have been fitted with Airborne Access System allowing them to broadcast wireless Internet onboard. This number is expected to balloon

to 14,000 planes equipped with wireless internet connection. Also, around 69% of adults bring on at least one portable electronic device onboard and use the device during the flight. These numbers spell a consumer demand that cannot be quenched by the current wireless Internet ability. To aggravate this foreseeable dilemma, airlines will have to provide high-speed wireless Internet for over a hundred devices.

This proposed rule would alleviate the stress of an overburdened Airborne Access System. The rule would also free up the market to let companies make the decision on whether to offer access to personal existing Internet connections. This use, or non-use, can be a way to save more, gain market share, or add an experience unlike the competition. But most important, this would give the power back to the consumers. On an airplane, a passenger is at the behest of the airlines price, rules, regulation, the crew and her fellow passengers. An option for a consumer to spurn the onboard wireless fee and opt for an existing personal internet connection will be a powerful tool adding some much needed protections for an otherwise vulnerable and overmatched passenger.

The proposed rule, Federal Register Number 2014-05913, should be enacted, because the safety concerns are minimal. The U.S. does not allow the use of mobile networks on flights, while eight other countries, including some within the EU, allow existing personal Internet connection. More power to the consumer will make for more competition among the airline. This will lead to better rates and better service. A reason for extending existing personal Internet connections is the increase in productivity and less reliance on word processing and other offline work.

A main reason for this proposed rule, like many rules, was consumer demand. Here, the consumers demand personal Internet onboard flights. Like any airline regulation, a main concern is over the safety of the proposed action. The FAA's concerns over safety are real, but purely speculative. The FAA is not fully aware of the electronic waves may interfere with avionics. Some airlines, mainly in Dubai, even have access to cellphone service, while the plane is cruising at 35,000 feet according to Emirates Airlines. The safety concerns are not unfounded; these concerns have very little real data to back them up. (The FAA uses phrases like "potential interference" and "not fully aware" when referencing justification for regulating electronic waves onboard a plane.)

The consumer demand for Internet access, and top speed access at that, has never been higher. As of 2013, over 4000 planes have been fitted with Airborne Access System allowing them to broadcast wireless Internet onboard. This number is expected to balloon

to 14,000 planes equipped with wireless internet connection. Also, around 69% of adults bring on at least one portable electronic device onboard and use the device during the flight. These numbers spell a consumer demand that cannot be quenched by the current wireless Internet ability. To aggravate this foreseeable dilemma, airlines will have to provide high-speed wireless Internet for over a hundred devices.

This proposed rule would alleviate the stress of an overburdened Airborne Access System. The rule would also free up the market to let companies make the decision on whether to offer access to personal existing Internet connections. This use, or non-use, can be a way to save more, gain market share, or add an experience unlike the competition. But most important, this would give the power back to the consumers. On an airplane, a passenger is at the behest of the airlines price, rules, regulation, the crew and her fellow passengers. An option for a consumer to spurn the onboard wireless fee and opt for an existing personal internet connection will be a powerful tool adding some much needed protections for an otherwise vulnerable and overm